

Welcome

Public Hearing for Proposed Toll Increases

This hearing will provide:

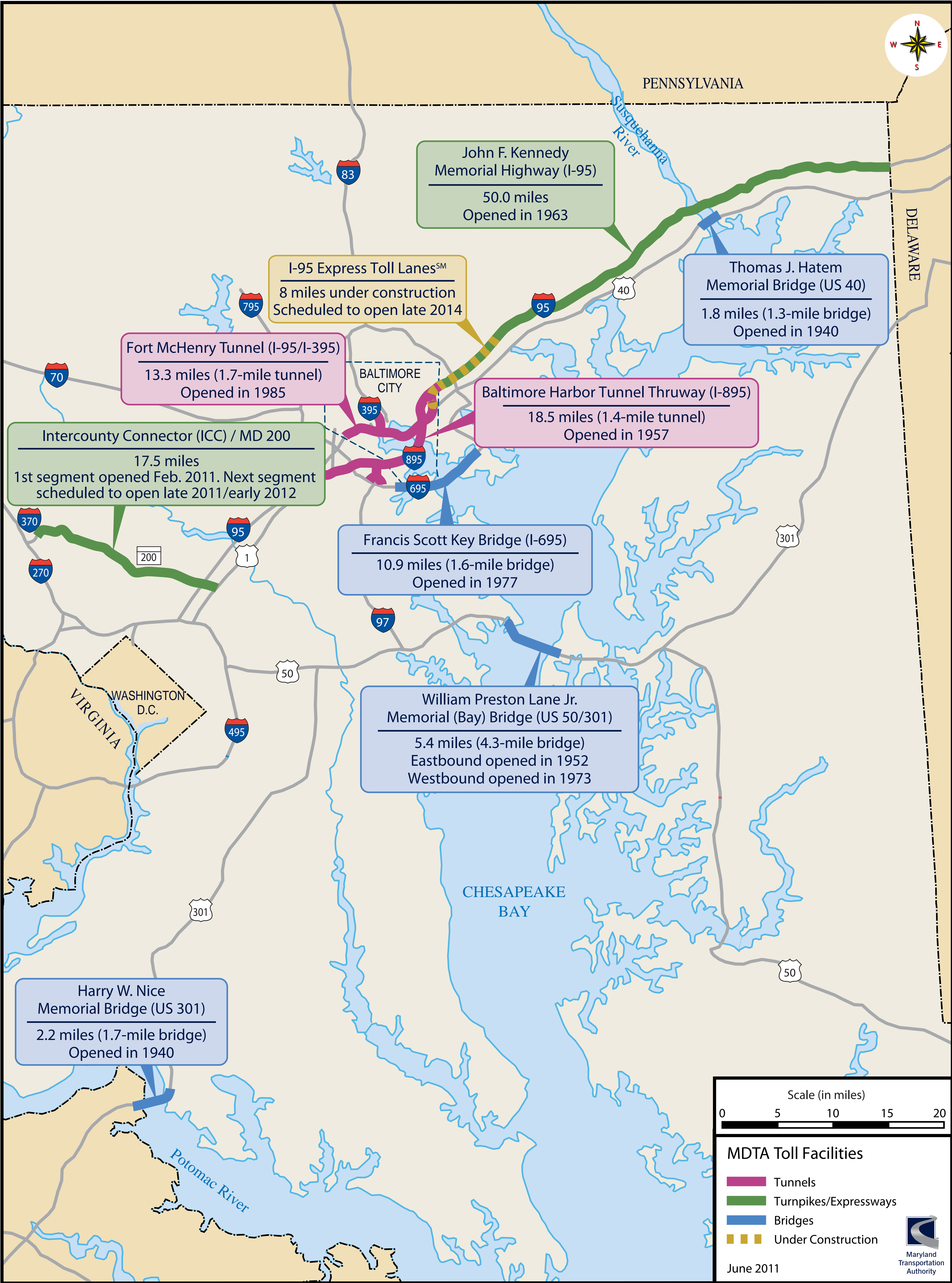
- An opportunity to review and discuss the proposed tolling plan with Maryland Transportation Authority (MDTA) staff
- An opportunity to comment for the official record through private or public testimony or written comments

Verbal and written comments will be part of the official record reviewed by the MDTA Board. The public comment period closes on August 1, 2011 at 5 p.m.

Who is MDTA?

- The Maryland Transportation Authority (MDTA) is an independent agency responsible for:
 - Financing, constructing, operating, maintaining, protecting, and improving the State's eight toll facilities
 - Assisting in meeting the State's larger transportation needs by financing revenue-generating transportation projects through the sale of bonds
- MDTA is governed by eight citizen Board Members appointed by the Governor, and confirmed by the Senate, and chaired by the Secretary of Transportation
 - Chairman, Beverley K. Swaim-Staley
 - Peter J. Basso
 - Rev. Dr. William C. Calhoun, Sr.
 - Mary Beyer Halsey
 - Louise P. Hoblitzell
 - Richard C. Mike Lewin
 - A. Bradley Mims
 - Michael J. Whitson
 - Walter E. Woodford, Jr., P.E.
- Randolph P. Brown, P.E., is the Acting Executive Secretary of MDTA and oversees daily operations

MDTA Facilities



Why are Toll Increases Necessary?

- **To pay for ongoing safety, security and rehabilitation projects on large, aging and expensive facilities**
For example:
 - Paint westbound Bay Bridge – \$37.7 million
 - Underwater repairs on Hatem Bridge – \$54.3 million
- **To pay for two new essential transportation investments**
 - I-95 Express Toll Lanes in northeast Baltimore
 - Intercounty Connector (ICC)/MD 200 connecting Prince George's and Montgomery counties

Where Do Toll Dollars Go?

- **Toll dollars are NOT shared with the State's General or Transportation Trust Fund, or with local or other state government agencies.**
- **All toll dollars collected at Maryland toll facilities go directly back into the operation, maintenance, and upgrades of those facilities.**

Capital Program Maintenance

- More revenue is needed to maintain the aging infrastructure and preserve the facilities
- MDTA has maintenance improvements underway and budgeted through the FY 2011-2016 capital program for each facility. Following are some, but not all, of these improvements:

John F. Kennedy Highway (I-95)



- Millard E. Tydings Bridge – Repair expansion joints, along southbound span \$5.8 million
- Millard E. Tydings Bridge – Underwater repairs \$54.8 million
- I-95/MD 24 interchange improvements \$60.6 million

Thomas J. Hatem Memorial Bridge (US 40)



- Replace deck and miscellaneous repairs \$66.8 million
- Underwater repairs \$54.3 million
- Painting \$10.8 million

Fort McHenry Tunnel (I-95, I-395)



- Rehabilitate concrete tunnel deck \$22.3 million
- Rehabilitate roadway plus bridge repairs at Caton Avenue and Joh Avenue \$38.2 million
- Repairs on I-395 structures \$19.1 million

Baltimore Harbor Tunnel (I-895)



- Replace 1.2 miles of bridge (Canton Viaduct) \$178.8 million
- Rehabilitate bridge over Patapsco Flats \$14.1 million
- Redeck and repair Hanover Street, Potee Street and Patapsco Avenue Bridges \$23.2 million

Francis Scott Key Bridge (I-695)



- Paint and repair bridge and approaches \$14.6 million
- Replace Curtis Creek Drawbridge deck \$14.4 million
- I-695/Quarantine Road interchange improvements \$15.9 million

William Preston Lane Jr. (Bay) Bridge (US 50/301)



- Replace deck on westbound bridge (completed) \$134.2 million
- Clean and paint westbound bridge \$37.7 million
- Steel and cable repairs on both bridges \$38.9 million

Harry W. Nice Memorial Bridge (US 301)

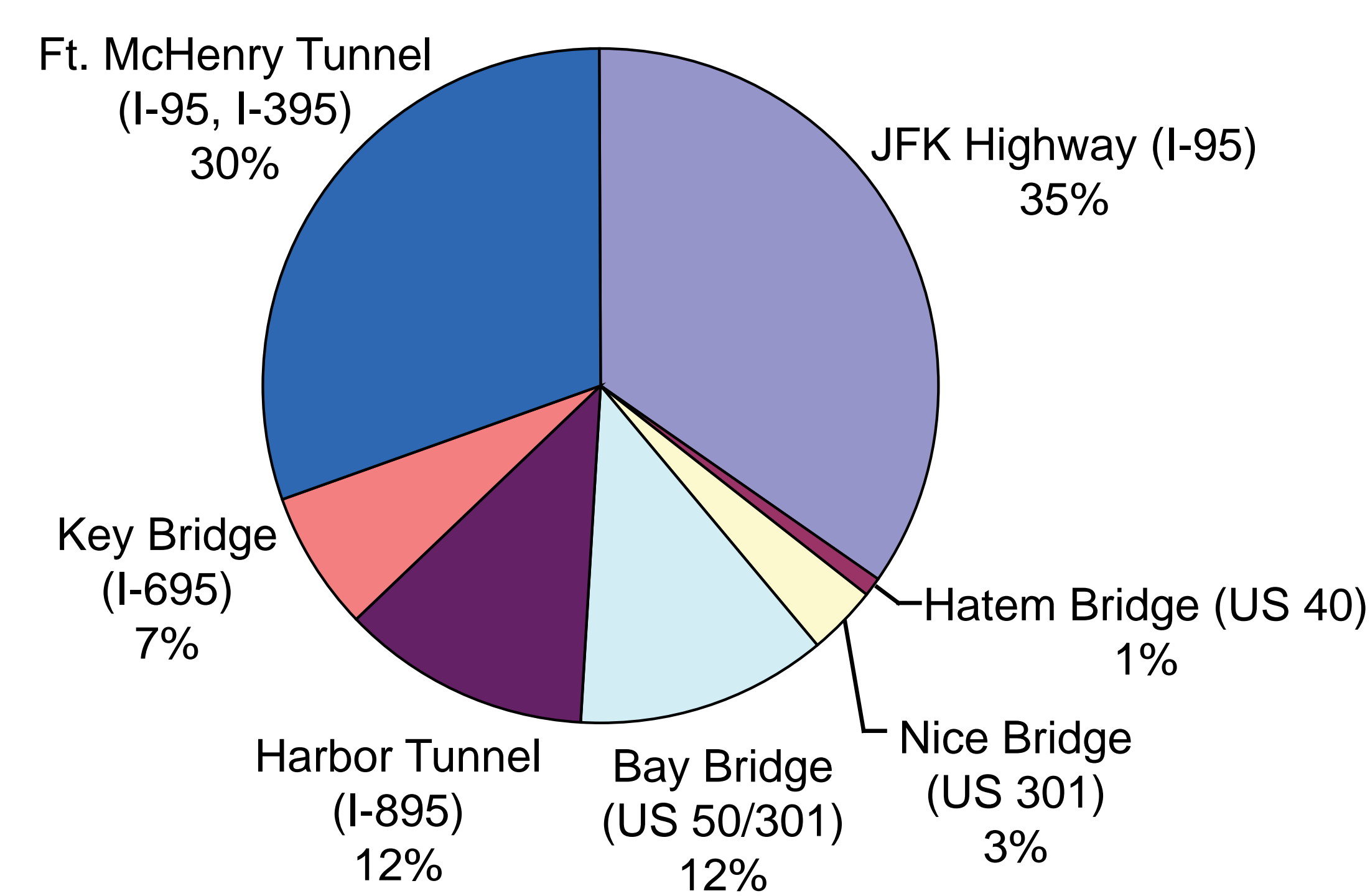


- Clean and paint steel and miscellaneous repairs \$10.0 million
- Rehabilitate roadway and replace toll booths \$10.9 million

Did You Know?

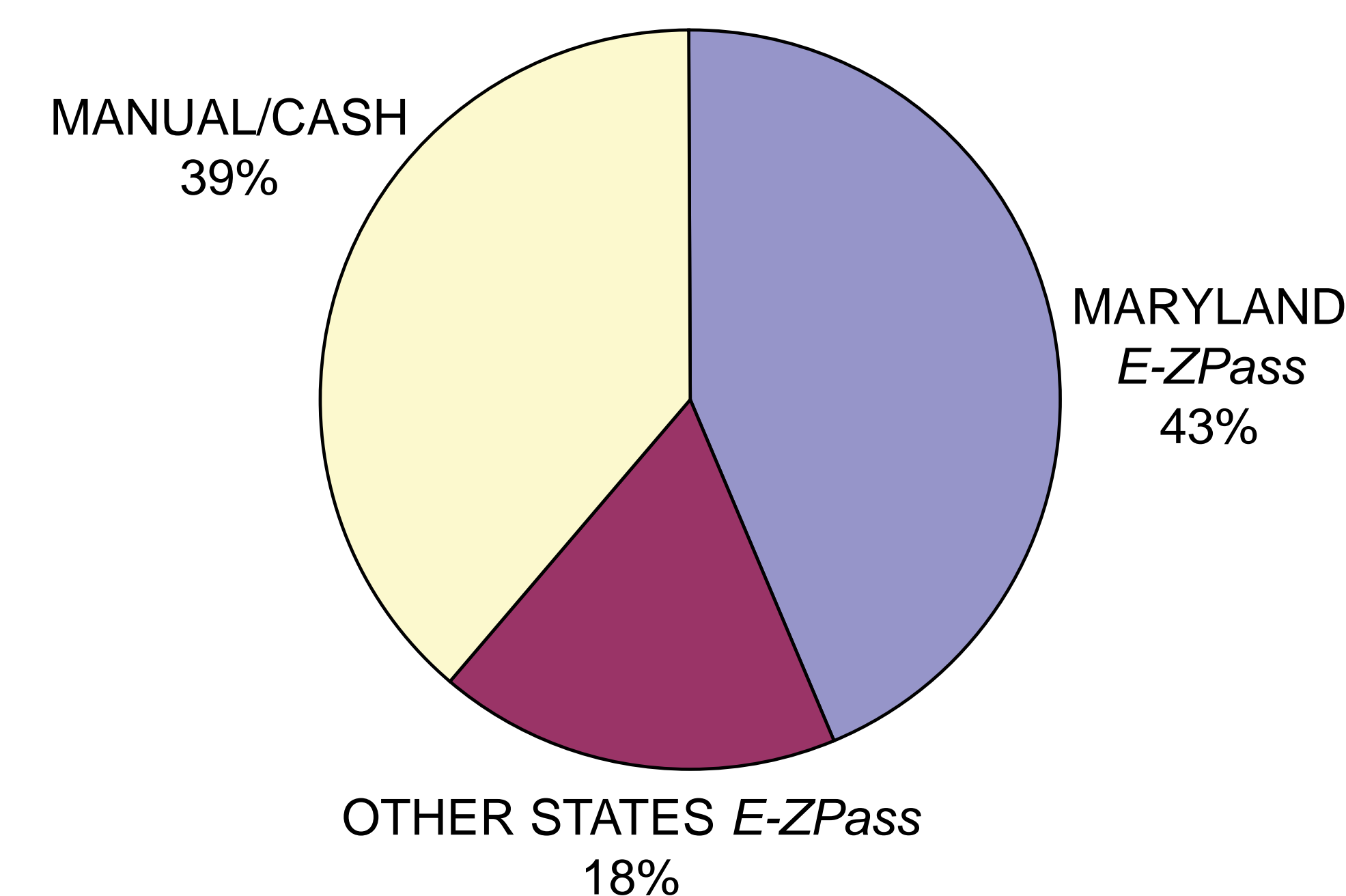
- **65% of MDTA's revenue in 2010 came from facilities on I-95**

Toll Revenue by Facility (FY 2010)



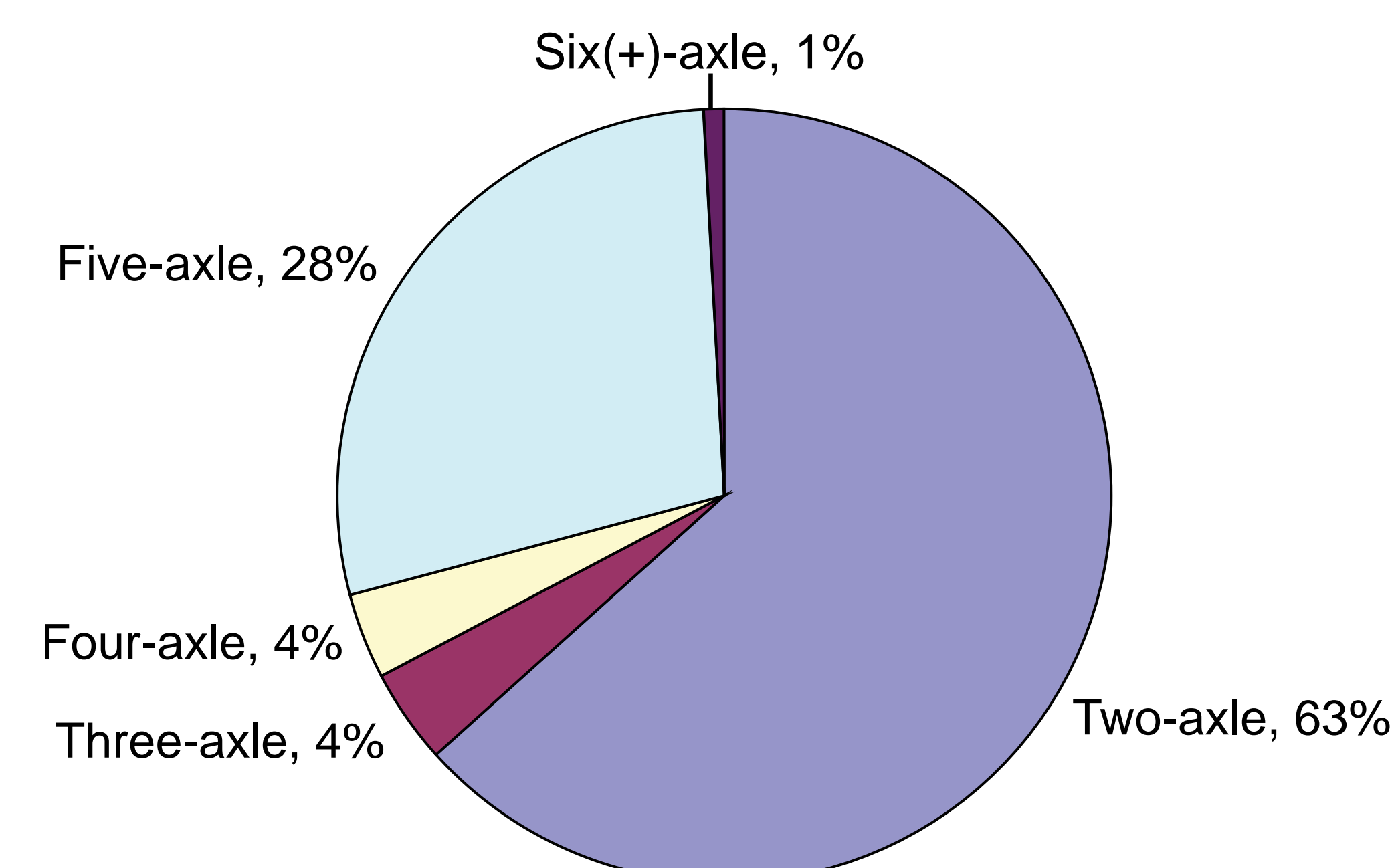
- **61% of toll transactions in 2010 were paid for using a Maryland or other state E-ZPass**

MDTA Transactions by Type (FY 2010)



- **63% of the toll revenues in 2010 were paid by passenger vehicles (two-axle vehicles)**

Revenue by Vehicle Class (FY 2010)



- **MDTA is self-funded** with revenues almost entirely generated through tolls. **MDTA does not receive** state tax dollars or funds from the Transportation Trust Fund, except for ICC construction

- Toll rates have been static for many years
 - MDTA has not raised passenger car tolls on any facility since 2003
 - Passenger car tolls on the Bay Bridge are lower now than when the facility opened in 1952 (passenger cars paid \$2.80 round trip plus 25 cents per passenger)
 - Commuter rates, which are some of the lowest in the country, have not been raised since 1985

- MDTA issues bonds to pay for its maintenance and improvement projects
- The proposed toll increase will pay existing debt and allow MDTA to issue new bonds at low interest rates for future maintenance needs

Cost Saving Actions

MDTA has actively managed operating costs in an effort to stretch existing dollars for needed maintenance expenses.

- Achieved operating budget savings of \$145M by under spending the approved budget between FY 2008 and 2011 by:
 - Reducing staff levels
 - Deferring technology upgrades
 - Deferring vehicle replacements
 - Reducing *E-ZPass* costs through contract terms and closing inactive customer accounts
- Reduced the scope of the I-95 Express Toll LanesSM project; providing \$500 million for maintenance needs
- Deferred several projects, equal to \$100+ million, including:
 - I-695 commercial vehicle weigh and inspection facility
 - Police training facility
 - Replacement of MD 152 park and ride lot
 - Reduced size of I-695/Quarantine Road interchange improvements

Overview of Proposed Toll Increases

■ Toll Increases

- Changes are proposed at all eight Maryland toll facilities
- Uniform toll rates proposed for all facilities by July 2013, except ICC which is variably priced
- No change to tolling plan on ICC/MD 200 for *E-ZPass* users

■ Video Tolls

- Customers who travel through a toll facility without paying the toll will be charged a Video Toll rate
- Video Toll rate is 25% higher than the cash/base toll rate
- \$3.00 Notice of Toll Due fee is being eliminated
- A Video Toll rate range is being established for the ICC/MD 200 that will be 25% above current rate ranges

■ Toll Discounts

- *E-ZPass*: Passenger vehicles with a valid Maryland *E-ZPass* transponder will receive a 10% discount from cash toll rate
- Discount Plan: Customers who are signed up for a discount plan and have a valid Maryland *E-ZPass* account will receive a 70% discount on the cash toll rate. Discount will be reduced to 65% of the cash toll rate on July 1, 2013
- ICC/MD 200: Discounts are based on time of day travel
- *E-ZPass* Maryland Business Accounts: Effective January 1, 2012, post-usage discounts will be reduced to 10%, 15% and 20%

■ Timeframe for Toll Increases

- **Phase 1**
 - Effective for passenger cars/light trucks October 1, 2011
 - Effective for vehicles with 3 or more axles on January 1, 2012 (Video Toll rates go into effect October 1, 2011)
- **Phase 2**
 - Effective for all vehicles on July 1, 2013

Proposed Toll Increases for MDTA Facilities

Proposed Tolls for Passenger Vehicles/Light Trucks (Two-axle Vehicles)

Facility	Effective	Commuters ¹	<i>E-ZPass</i> MD ¹	Cash/Base ²	Video ³
Harbor Tunnel (I-895)	Current Toll	\$0.40	\$2.00	\$2.00	\$5.00
Ft. McHenry Tunnel (I-95, I-395)	Oct 2011	\$0.90	\$2.70	\$3.00	\$3.75
Key Bridge (I-695) <i>Two-way toll</i>	July 2013	\$1.40	\$3.60	\$4.00	\$5.00
JFK Highway (I-95)	Current Toll	\$0.80	\$5.00	\$5.00	\$8.00
Hatem Bridge (US 40) <i>One-way toll</i>	Oct 2011	\$1.80	\$5.40	\$6.00	\$7.50
	July 2013	\$2.80	\$7.20	\$8.00	\$10.00
Bay Bridge (US 50/301) <i>One-way toll</i>	Current Toll	\$1.00	\$2.50	\$2.50	\$5.50
	Oct 2011	\$1.50	\$4.50	\$5.00	\$6.25
	July 2013	\$2.80	\$7.20	\$8.00	\$10.00
Nice Bridge (US 301) <i>One-way toll</i>	Current Toll	\$0.60	\$3.00	\$3.00	\$6.00
	Oct 2011	\$1.50	\$4.50	\$5.00	\$6.25
	July 2013	\$2.80	\$7.20	\$8.00	\$10.00

1 *E-ZPass* Maryland accounts with properly mounted transponder only
2 Cash tolls are the base rate for each vehicle/axle class
3 A Video Toll rate is assessed when a driver travels through a toll plaza without a valid *E-ZPass* or cash payment or travels the ICC without a valid *E-ZPass*

Proposed Tolls for Vehicles with 3 or More Axles

Facility	Effective	3-axle		4-axle		5-axle		6-axle	
		Cash/ <i>E-ZPass</i> ⁴	Video ³	Cash/ <i>E-ZPass</i> ⁴	Video ³	Cash/ <i>E-ZPass</i> ⁴	Video ³	Cash/ <i>E-ZPass</i> ⁴	Video ³
Harbor Tunnel (I-895)	Current Toll	\$6.00	\$9.00	\$9.00	\$12.00	\$12.00	\$15.00	\$15.00	\$18.00
Ft. McHenry Tunnel (I-95, I-395)	Oct 2011	\$6.00	\$7.50	\$9.00	\$11.25	\$12.00	\$15.00	\$15.00	\$18.75
Key Bridge (I-695) <i>Two-way toll</i>	Jan 2012	\$9.00	\$11.25	\$14.00	\$17.50	\$18.00	\$22.50	\$23.00	\$28.75
	July 2013	\$12.00	\$15.00	\$18.00	\$22.50	\$24.00	\$30.00	\$30.00	\$37.50
JFK Highway (I-95)	Current Toll	\$15.00	\$18.00	\$23.00	\$26.00	\$30.00	\$33.00	\$38.00	\$41.00
Hatem Bridge (US 40) <i>One-way toll</i>	Oct 2011	\$15.00	\$18.25	\$23.00	\$28.75	\$30.00	\$37.50	\$38.00	\$47.50
	Jan 2012	\$18.00	\$22.50	\$27.00	\$33.75	\$36.00	\$45.00	\$45.00	\$56.25
	July 2013	\$24.00	\$30.00	\$36.00	\$45.00	\$48.00	\$60.00	\$60.00	\$75.00
Bay Bridge US 50/301 <i>One-way toll</i>	Current Toll	\$9.00	\$12.00	\$12.00	\$15.00	\$15.00	\$18.00	\$18.00	\$21.00
	Oct 2011	\$9.00	\$11.25	\$12.00	\$15.00	\$15.00	\$18.75	\$18.00	\$22.50
	Jan 2012	\$15.00	\$18.75	\$23.00	\$28.75	\$30.00	\$37.50	\$38.00	\$47.50
	July 2013	\$24.00	\$30.00	\$36.00	\$45.00	\$48.00	\$60.00	\$60.00	\$75.00
Nice Bridge ³ US 301 <i>One-way toll</i>	Current Toll	\$9.00	\$12.00	\$12.00	\$15.00	\$15.00	\$18.00	\$18.00	\$21.00
	Oct 2011	\$9.00	\$11.25	\$12.00	\$15.00	\$15.00	\$18.75	\$18.00	\$22.50
	Jan 2012	\$15.00	\$18.75	\$23.00	\$28.75	\$30.00	\$37.50	\$38.00	\$47.50
	July 2013	\$24.00	\$30.00	\$36.00	\$45.00	\$48.00	\$60.00	\$60.00	\$75.00

4 Cash/*E-ZPass* tolls for vehicles with 3 or more axles are based on the two-axle base rates times the appropriate multiplier rounded to nearest cent.

How to Comment

TONIGHT:

- Provide public, verbal testimony
- Provide private, verbal testimony with a court reporter
- Fill out a comment form
- Complete the comment form at a computer station

AFTER TONIGHT:

- Visit the MDTA website: www.mdtamaryland.gov
- Mail your comments to:
MDTA Toll Comment
2310 Broening Highway
Baltimore, MD 21224

COMMENT PERIOD:

- Comments may be submitted during 60-day comment period from June 2, 2011 through 5 p.m., August 1, 2011 to be included in the official record

Public Hearing Schedule*

Dates	County	Location
June 9	Montgomery County	Shady Grove Middle School, 8100 Midcounty Highway, Gaithersburg, MD 20877
June 13	Baltimore City	Digital Harbor High School, 1100 Covington Street, Baltimore, MD 21230
June 14	Prince George's County	High Point High School, 3601 Powder Mill Road, Beltsville, MD 20705
June 15	Queen Anne's County	Kent Island High School, 900 Love Point Road, Stevensville, MD 21666
June 16	Cecil County	Perryville High School, 1696 Perryville Road, Perryville, MD 21903
June 20	Anne Arundel County	Severn River Middle School, 241 Peninsula Farm Road, Arnold, MD 21012
June 21	Baltimore County	Dundalk Middle School, 7400 Dunmanway, Baltimore, MD 21222
June 22	Charles County	Dr. Thomas L. Higdon Elementary School, 12872 Rock Point Road, Newburg, MD 20664
June 27	Harford County	Havre de Grace Activity Center, 351 Lewis Lane, Havre de Grace, MD 21078

*All hearings are from 5:30 p.m. to 8:00 p.m.